

HOWARD NATIONAL BANK

Burlington, Vermont

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The Howard National Bank invites new residents to call and inspect its facilities for prompt, efficient banking service. A cordial welcome awaits you. Checking accounts are invited. Capital \$300,000. Surplus and profits \$300,000.

An account with the City Trust Co. is advisable for everyone, especially for the young people. It instills valuable habits of thrift and helps build character. 4 per cent. interest paid.

CITY TRUST COMPANY

Office with Howard National Bank

COUNTESS PANIN
FOUND GUILTY

Russia's First Woman Minister
Convicted by Bolshevik
Court.

USED PUBLIC FUNDS.

She Is Sentenced to Imprisonment until
She Returns Money to the Bol-
shevik Treasury.

Petrograd, Dec. 24.—Countess Panin, who was minister of public instruction in the Kerensky cabinet, was on trial to-day charged with misappropriation of public funds. Her was the first case tried by "the popular revolutionary tribunal." The countess was convicted and sentenced to imprisonment until the return of the money, and to public censure.

The small courtroom in the palace of Grand Duke Nicholas was filled with friends and sympathizers of the countess. The judges, five workmen and two soldiers, were all elected members of the Petrograd workmen's and soldiers' deputies.

For the defense, a former employee at the ministry of public instruction spoke of the great philanthropic and educational activity of Countess Panin. He denied the misuse of funds and said that the countess had refused to acknowledge the right of the present government to demand the money. He declared that she would return the funds to the constituent assembly, which was the sole authority over her.

A young workman, speaking for the prosecution, made a clumsy and heated speech to the effect that no citizen of character and educational activity could be guilty of such a crime. The countess took public funds and opposed the authority of the workmen's and soldiers' government. He exhorted the judges to disregard the personality and past of the defendant.

The so-called misappropriation of public funds consisted in the transfer by the countess of all the ministry funds to the state bank, which left the safes in the ministry empty when the Bolsheviks took control. She denied their right to the money.

FINDS FROZEN BODY.

Valcour Island Man's Discovery in a
Fishing Shanty.

When A. H. Stone, who lives on Valcour Island, went into a fishing shanty on the north end of the island Friday morning he found the body of a man. Rankin, an old soldier and a veteran of the Spanish-American war. The body had the appearance of having been frozen for at least two weeks.

Stone found the body lying on one of the bunks in the shanty and as soon as he saw that Rankin was dead he went to Plattsburgh to notify the coroner. On account of the weather Friday and the lateness of the hour, the coroner did not conduct his investigation until Saturday, when death was pronounced to be due to natural causes.

Last fall Rankin, inquired of F. A. Finn if he might use the shanty for a home during the winter. He was given permission and gained a living by whaling and fishing. He had been seen of late and Stone merely happened to stop in at the deserted spot.

Rankin had a sister in Buffalo, N. Y. The 21st Veterans' association has expressed a determination to send the body there, if not Rankin's relative so desires. If not, Rankin will be given a burial with full military honors.

MUIR PLEADS GUILTY TO
WHITE SLAVE CHARGE

Roving Character Gets Year's Sentence
by Judge Howe at Brattleboro.

Brattleboro, Dec. 26.—Henry Muir, aged 26, a roving character who left Hartford, Conn., with Miss Besse Whitman, aged 16, and went to Boston about Thanksgiving time, pleaded guilty in the United States court here this afternoon to a violation of the Mann white slave law and was sentenced to serve a year and a day in the Atlanta prison. United States Marshal Carpenter will take him to Atlanta in a few days. The girl's father, after Muir's sentence, left with his daughter for Avon, Conn., where he lives. After leaving Boston the couple went to Bellows Falls, where police officers arrested Muir because they thought he was a slacker. It proved, however, that he was not old enough and the United States authorities then took the pair in charge. Muir's father lives in Burlington. The boy told Judge Howe that he had been arrested twice before; once for stealing a ride on a freight train and once for the larceny of copper wire. The grand jury to-day found 12 other indictments.

OLD SOLDIER GIVES RECOMMENDATION.

Gustav Wangelin, Commander of G. A. R. Post, Pinkneyville, Ill., writes: "I highly recommend Foley Kidney Pills, which I prefer to all others I have used." Foley Kidney Pills give quick relief from backache, rheumatic pains, stiff, swollen joints, languidness, kidney trouble and sleep. Write for literature. J. W. O'Sullivan, 25 Church St.—Adv.

SENATOR NEWLANDS
DIES SUDDENLY

End Hastened by Hard Work
Day and Night on Railroad
Problem.

WAS 69 YEARS OF AGE.

Pre-eminent Congressional Expert on
Rail and Waterway Transportation
—Author of Newlands Bill.

Washington, Dec. 24.—Senator Francis Griffith Newlands of Nevada, died of heart failure at his home here to-night, after an illness of a few hours. He was stricken while at work in his office at the Senate office building during the afternoon. He was 69 years of age. He had been ill since the afternoon of the 23rd, when he was taken to the hospital. He had been in the Senate office building during the afternoon of the 23rd, when he was taken to the hospital. He had been in the Senate office building during the afternoon of the 23rd, when he was taken to the hospital.

For several weeks Senator Newlands, working almost night and day on his preparations for an investigation of war-time transportation problems, had been in a weakened state of health. He kept at his desk, however, and in spite of his 69 years appeared alert and active.

The senator was a native of Mississippi. He was born near Natchez August 23, 1848, and lived in the State until he went to Yale in 1867. After nearly two years at Yale he entered the Columbia College law school here and graduated, being admitted to the District of Columbia bar before he received his diploma. From Washington he went to San Francisco, where he practiced law until 1888. Then he became a citizen of Nevada and was elected to the 33rd, 34th, 35th, 36th and 37th Congresses. During his ten years as a member of the House he served on various important committees.

Successor Senator John P. Jones, republican, in the Senate on March 4, 1903, Senator Newlands soon became an active member of that body and when the Democrats gained control was made head of the interstate commerce committee. In 1908 he submitted his candidacy for reelection to the popular vote and was returned by a large majority.

As chairman of the joint congressional committee on transportation problems as well as of the interstate commerce committee, the senator has been prominently identified with consideration of what the government is to do about the railroads during the war. He had conferred with the President several times and at the President's request deferred hearings the interstate commerce committee was preparing to start until after the Christmas holidays, when the President is expected to submit his solution of the railroad problem to Congress.

The senator's chief interest for years has been in America's railway transportation lines, and in the development of national waterways, both for transportation and for greater fertility of land. Because of his close touch and deep interest in these questions he was universally regarded as the pre-eminent expert on them in the Senate, and probably in Congress.

As author of the Newlands act, which provided a plan of land improvement in the arid West by development of waterways, he also was well known. He had for a long time pressed legislation for expenditure of many millions of dollars for waterway and irrigation improvements, recently witnessing partial fruition of his hopes in the appointment of a special commission to study the waterways of the West. There he was not a frequent debater, but always was given the closest attention when speaking. He piloted the Adamson eight-hour day bill through the Senate during the last Congress.

Most of Senator Newlands' business interests are in the West. He was reputed to be quite wealthy, having extensive mining interests in Nevada and California.

Colleagues of Senator Newlands feel that his loss will be peculiarly felt at the present time. Only to-day he was engaged on preliminary work of the investigation ordered by the Senate of the interstate commerce commission recommendations for dealing with the railroads. Leadership in this task now probably will devolve upon Senator Smith of South Carolina, next in rank to Senator Newlands on the interstate commerce committee.

U. S. BALANCE OF
TRADE, \$3,000,000,000

Washington, Dec. 25.—America's balance of trade approximated \$3,000,000,000 at the close of November, according to the bureau of foreign and domestic commerce, an increase of \$141,000,000 over last year. In November export restrictions caused a substantial decrease in foreign trade. During the 11 months ended with November gold imports amounted to \$535,000,000 and exports to \$387,000,000, leaving an excess of imports of \$148,000,000 in 1917, against \$380,000,000 in 1916. Silver imports during the month amounted to \$67,000,000, against \$29,000,000 a year ago, and the exports were valued at \$74,000,000 in 1917 and \$62,000,000 in 1916.

CONGRESSMAN DALE
INCLINED TO THINK
AMERICANS SLEEP

"For God's Sake Wake Up and Realize What This War Means!" Vermont Representative Says, Fresh from His Trip to European Battle Fronts—Mighty Lucky If We Get Through This War in Two Years. He Adds—Wishes Easy Chair Department Heads at Washington Might Visit Vimy Ridge.

Coming from Vimy Ridge, where the dead bodies still lie prone in the mud, to the easy-chair atmosphere of Washington, Congressman Porter H. Dale's message to the people of the United States is: "For God's sake wake up and realize what this war means!"

American troops without guns, without enough blankets, without necessary equipment and wholly unprepared for the terrific struggle which they must face is a situation that sends Mr. Dale back to this country with but one desire—to impress on Washington and Vermont the tremendous peril and responsibility that faces this nation.

"Talk about a short war," said Mr. Dale in New York this week, "we shall be mighty lucky if we get through this war in two years, at such an expense and with such a loss of men as will run into hundreds of thousands."

"I wish I might take every department head in Washington: 'Wake up! I wish I could take them to Vimy Ridge, where the guns do not crash or detonate, but just explode in one continual roar."

"I did not go into the front line trenches—I don't think it is any place for a civilian—but I walked among the stark, dead bodies of gallant Englishmen and Canadians, some of whose faces crushed into the ooze and some horribly changed and ghastly—turned to the sky."

"Why unburied? Because men are so precious and the German aviators so vigilant that even a bury-party in the open is immediately marked and cut down by their quick-firing guns."

"Yes, I wish I had some of those easy-chair Washington department fellows at Vimy Ridge, men who, after eight months of war, and not enough guns in France to equip our men, are still telling the newspapers that the Vermonters did right! 'They seem to think we have done great things. Let me say that unless we begin cutting red tape, eliminating lost motion, doing away with incompetent survivals of a worn-out military system, stopping this foolish talk about a short war and get busy rushing (1) supplies, guns and munitions to our troops in France, (2) men, more men and men by the million, we are not going to win this war."

"You can't put the appalling peril that confronts this nation too strongly."

At Vimy Ridge, the party was so close to the firing line that they were required to wear gas masks and helmets.

Mr. Dale showed some signs of the ordeal of storm and stress that he and the other members of the party endured on the return trip from France.

The city newspapers did not say much about it, as only a few passengers were aboard and only one seaman was lost in the gale, but certain Vermonters said the big liner had her bows stove in by head-on—a ragged, gaping hole being actually torn in the heavy steel plates by a wicked smash from a huge comb—her after-cabin door stove in and the smoking-room cabin and everything else between decks flooded.

One-half of the bridge was torn away bodily, the officer in charge and the wireless operator being swept from their stations and rescued by the crew almost by a miracle. One seaman was swept overboard in plain sight of everyone before a boat could be launched in the heavy seas.

This was the same storm which followed the Halifax disaster and Mr. Dale's ship was then about 500 miles from these coasts.

The voyage across was uneventful. The congressional party was deeply impressed with the speed and ability of the destroyer, which conveyed the liner.

"Our boat was considered fast," said Mr. Dale, "but the destroyers actually ran rings around her. They are tremendously fast—about 35 or 40 miles an hour, I believe—and when they sight a submarine they chase her like a hawk."

"Understand that I do not cry dread these speedy quick-firing boats more than anything else."

"We are making a great effort to turn out airplanes and airplanes are greatly needed—but if we can build and commission enough destroyers we shall soon rid the seas of the submarine menace."

Mr. Dale's description of the voyage to and through the war-zone is as masterly in its details as the tempestuous return voyage.

The huge steel shuttle of a boat never absolutely dark at night. The ports are closed from the outside and steel-clamped beyond the power of a passenger to open them. Every necessary light is carefully shaded, so that no faintest gleam can be seen a hundred feet away.

Blind, almost dumb and with every human nerve strained to the breaking-point, the huge shuttle hums through the night. If a door slams, a hatch falls or a heavy object is dropped, the whole ship is alarmed. Running feet, agitated voices and general excitement pervade the night; then the thing is explained and the passengers settle down once more to uneasy rest.

Under these conditions a voyage across is no pleasure trip in war-time. Congressman Dale had no trouble finding anything in France but the American troops. Although their numbers and location are, of course, not known to the enemy, a most mysterious silence met him everywhere. He actually had to "chase them up" himself and he never would have found the Vermont troops—way back of the front lines—if it had not been for some personal friends who told him where to go.

His own son, Timothy C. Dale, is with the Harvard hospital unit and he was discovered only after the most persistent search. He is, of course, not known to the enemy, a most mysterious silence met him everywhere. He actually had to "chase them up" himself and he never would have found the Vermont troops—way back of the front lines—if it had not been for some personal friends who told him where to go.

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CAR RUNS AWAY;
FOURTEEN KILLED

Trolley in Pittsburgh Suburb Has
Wild Dash of Almost
a Mile.

Pittsburgh, Pa., Dec. 24.—Fourteen persons were killed and a hundred other passengers on a Knoxville street car were hurt here to-day, when the car ran away in a tunnel which connects the South side business district with the south hills. After a wild dash of almost a mile through the tube the car emerged at Carson street, struck a short curve, and turned over on its side. Hospital doctors said that a number of the injured could not be recovered.

The car, which was of the latest low floor, steel type, was packed with the city bound shoppers when it left the station at the south end of the tunnel. A minute or two later the trolley is said to have left the wire, and the lights went out. At almost the same instant the motorman lost control and it dashed down the steep grade, gaining momentum with every instant as the wheels slipped along the wet rails.

When it shot out of the tunnel and over turned it did not stop, but tearing along the sidewalk, struck a telegraph pole. The roof was ripped off, and men, women and children were scattered along the roadway. Even then the wreck continued on its way.

The average production, he said, was about 600 pounds more than the average production for the State as a whole. He gave figures of the cost per quart for milk from cows producing less than 4,500 pounds a year, through various grades, to the point that the larger the production per cow, the lower the cost per quart.

For the cows producing under 5,400 pounds per year the cost per quart was a lower figure, and for cows producing over 7,500 pounds the cost was about 20 cents per quart.

Theodore P. Grant, representing the Middlesex Jersey creameries, called as a witness by Cornelius A. Parker, counsel for the independent milk contractors, brought out the fact that there has been a large accumulation of milk at the creameries in consequence of the tendency to sell whole milk rather than to turn it into butter or other products.

Distant dairies such as those in Vermont, northern Maine and New York State are feeling the effect, as well as those on the lines of the railroads and the consequence is a serious overstocking of milk which has to be handled somehow.

He urged the commission to fix the price of milk in some way to relieve the creameries of their present losses.

Chairman Allen of the commission stated that the function of the commission was to establish the price of fluid milk for Boston and vicinity. He said that the commission was not to place the burden of the cost of production on the consumers and that if any of them had suggestions the commission would be glad to receive them in writing.

Telephone wires were out of commission and it was late when officers from Wilmington got the news. Deputy Sheriff Walter E. Howe went to Somerset on a locomotive sent by the corporation over its private road.

He found Mrs. Seesaw dead on the floor and Buckner was kneeling with his hands on his head, the lower jaw shot off and tongue hanging. He was fully conscious but could not utter a word by nodding or shaking his head in answer to questions he gave the officer to understand that he was removing some shells from the rifle when he accidentally discharged it and then, on finding that he had done so, he put his chin over the muzzle of the weapon and fired again.

Buckner and the body of Mrs. Seesaw were taken to Wilmington on the locomotive and the body of Mrs. Seesaw was taken to the hospital at Mountain Mills where he died. He was about 32. Mrs. Seesaw was about 28. Her husband is expected home to-morrow.

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WASTE, FACTOR IN
HIGH MILK PRICE

Both in Production and Distribu-
tion, Witnesses Say at
Boston Hearing.

Boston, Dec. 26.—Wasteful production and distribution are responsible for the high prices of milk, was the substance of assertions made to-day by Mrs. William Lowell Putnam and Frederick T. Fuller at the continued hearing by the federal regional milk commission at the State House to-day.

The hearing developed that one producer